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CENTRAL.

No. 14,995.

號六十月五年一十一百九千一英

HONGKONG, TUESDAY, MAY 16, 1911.

日八十月四年三扶宣

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**CHINA MUTUAL-LIFE IN-
SURANCE CO., LD.**

HEAD OFFICE, SHANGHAI.

OFFICERS:

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A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurance in Force \$7,855,885.00.
Assets 8,415,250.00.
Income for Year 3,560,559.00.
Insurance Fund 8,216,812.00.

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TAPE, Esq., Canton,
District Secretary.
Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Laing, Esq.,
Hongkong, November 16 1909. 142.

"CHINA MAIL" CENSUS COMPETITION.

A census of the population of Hongkong
is to be taken on May 20th, and in order
that our readers may test their skill in
estimating the growth of the population
since the last census the China Mail is
promoting a competition among its
readers to make the best estimate of the
population of Hongkong and the New
Territory on May 20th, 1911. The
winner will receive a prize of \$100.
The competition is open to all
readers of the China Mail. The
prize will be given for the best
estimate of the population of Hongkong
and the New Territory on May 20th, 1911.
The competition is open to all
readers of the China Mail. The
prize will be given for the best
estimate of the population of Hongkong
and the New Territory on May 20th, 1911.

No. 1.—TOTAL CIVIL POPULATION OF
HONGKONG.

I predict that the total civil population
of the Colony on May 20th, 1911, will be

Name

Address

N.B.—The last complete census of the
Colony was taken in 1901, when the total
civil population was officially returned at
230,900. In 1906 a partial census was
taken, being confined to the original Colony
of Hongkong and that part of the New
Territory which lies south of the Kowloon
range of hills. This partial census showed
a total civil population of 319,803, but it
should be pointed out that the portion of
the New Territory not included in this
census possessed a population of 85,011 in
1901.

No. 2.—TOTAL CHINESE POPULATION OF
HONGKONG.

I predict that the total Chinese popula-
tion of the Colony on May 20th, 1911, will be

Name

Address

N.B.—In November, 1906, a partial
census was taken, this being confined to the
original Colony of Hongkong and that part
of the New Territory which lies south of
the Kowloon range of hills. This partial
census gave the total Chinese popula-
tion (land and floating) as 307,338, but it
should be borne in mind that the portion
of the New Territory not included in the
partial census possessed a population of
85,011 in 1901, the year when the last full
census was taken. The total Chinese popu-
lation for the whole Colony in 1901 was
319,803.

No. 3.—TOTAL EUROPEAN AND AMERICAN
POPULATION OF HONGKONG.

I predict that the total European and
American population of the Colony (resident
and mariners) on May 20th, 1911, will be

Name

Address

N.B.—The 1901 census gave
European and American population of the
Colony as 6,454. At a census taken in 1906
the figure was 8,395.

Business Notices.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
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ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

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AND LONDON.

Another Famous Product
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is its

**STERILIZED
NATURAL MILK.**

A Trial of which will satisfy
you of its
EXCELLENCE.

PRICE:
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\$2.30..... Per Doz. Tins.
\$23.00..... Per Case of 4 Doz.
Tins.

ON SALE AT—
LANE, CRAWFORD & CO.
Kwan Yee, Queen's Rd. Cent.
Central.
MAY YUEN, Queen's Rd. East.
NAN HING LOONG, Queen's
Rd. Central.
MUTUAL STORE, Queen's Road
Central.
HONGKONG CO-OPERATIVE SO-
CIETY, 11, Causeway.

As a guarantee of Quality.

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ON EVERY TIN.

Hongkong, December 1, 1910.

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HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
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MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

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HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, May 4, 1911.

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ENTIRELY under European management. Situated in the most central position.
Large and airy Rooms, luxuriously furnished, Electric Light and Fans through-
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CUISINE UNDER EUROPEAN SUPERVISION.

Ladies Afternoon Tea Rooms. Special rates for married families on application to
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CHARGES MODERATE.

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Hongkong, November 10, 1909.

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(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

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Grand Hotel, October 3, 1909.

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Hongkong, September 4, 1909. 1124

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O. E. OWEN,

Proprietor

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NEW STYLES IN

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BATHROBES, TOWELS.

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Co., Ltd., Sub-Agents in Hongkong and
Canton for Champagne 'Heidseick
Monopole.'

Hongkong, May 13, 1911.

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Terms—From \$5 per day. Max. Telephone Add: "Peacel".

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Hongkong, February 8, 1906.

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Hongkong, March 1, 1911.

YOKOHAMA.

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In Bags of 250 lbs. net.

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GENERAL MANAGERS.

FAIRALL & CO.

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New Washing Frocks, All Shades.

BELTS and GLOVES.

New River, Pique, Linen and

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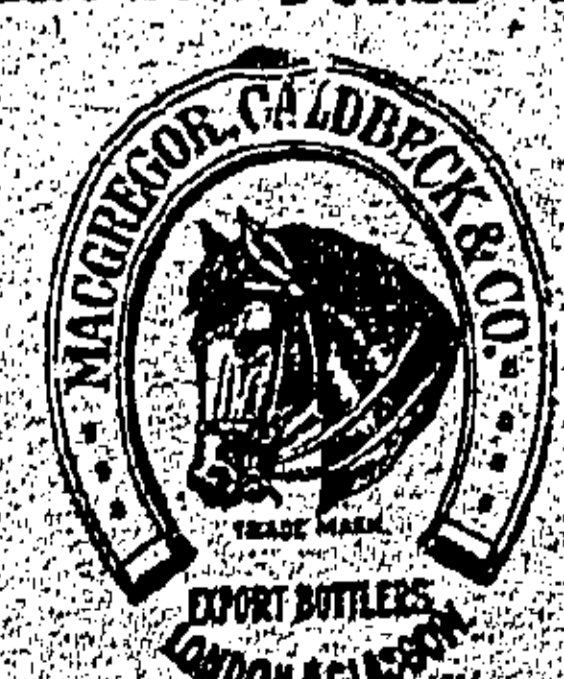
Hongkong, Dec. 10, 1907.

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FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1738

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Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE. 1738

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Hongkong, August 15, 1910. 772

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Bakers, Confectioners, Caterers,
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Hongkong, July 20, 1910. 599

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IT IS THE STRONGEST AND MOST POWERFUL
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AVENARIUS' WORLD-KNOWN COPPER PRINT.
For the Bottoms of Vessels and Boats and for the Coatings of
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into the wood, thus rendering same immune against attacks of
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Sole Agents:
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Hongkong, May 6, 1908. 5

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KNIFE POLISH**
BEST FOR CLEANING AND POLISHING
CUTLERY. 3 1/2, 6 1/2, 1/2, 2 1/2, 4 1/2, 6 1/2, 8 1/2, 10 1/2, 12 1/2, 14 1/2, 16 1/2, 18 1/2, 20 1/2, 22 1/2, 24 1/2, 26 1/2, 28 1/2, 30 1/2, 32 1/2, 34 1/2, 36 1/2, 38 1/2, 40 1/2, 42 1/2, 44 1/2, 46 1/2, 48 1/2, 50 1/2, 52 1/2, 54 1/2, 56 1/2, 58 1/2, 60 1/2, 62 1/2, 64 1/2, 66 1/2, 68 1/2, 70 1/2, 72 1/2, 74 1/2, 76 1/2, 78 1/2, 80 1/2, 82 1/2, 84 1/2, 86 1/2, 88 1/2, 90 1/2, 92 1/2, 94 1/2, 96 1/2, 98 1/2, 100 1/2, 102 1/2, 104 1/2, 106 1/2, 108 1/2, 110 1/2, 112 1/2, 114 1/2, 116 1/2, 118 1/2, 120 1/2, 122 1/2, 124 1/2, 126 1/2, 128 1/2, 130 1/2, 132 1/2, 134 1/2, 136 1/2, 138 1/2, 140 1/2, 142 1/2, 144 1/2, 146 1/2, 148 1/2, 150 1/2, 152 1/2, 154 1/2, 156 1/2, 158 1/2, 160 1/2, 162 1/2, 164 1/2, 166 1/2, 168 1/2, 170 1/2, 172 1/2, 174 1/2, 176 1/2, 178 1/2, 180 1/2, 182 1/2, 184 1/2, 186 1/2, 188 1/2, 190 1/2, 192 1/2, 194 1/2, 196 1/2, 198 1/2, 200 1/2, 202 1/2, 204 1/2, 206 1/2, 208 1/2, 210 1/2, 212 1/2, 214 1/2, 216 1/2, 218 1/2, 220 1/2, 222 1/2, 224 1/2, 226 1/2, 228 1/2, 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REVIEWS.

Easter Asia: a History, by Ian C. Hannah.

M.A. LONDON, T. FISHER UNWIN.

In this most acceptable volume, which is the second edition of "A Brief History of Eastern Asia," entirely re-written, the author aims at giving in a short and

eminently readable form the most salient points in the history of the whole of Asia east of Persia; China and her old rival Japan being made the chief centres of the story. Mr. Hannah, who is a well-known Cambridge scholar, was Master of the English School at Tientsin from 1897 to 1899. He tells us that this work was projected in his mind before he started for the East, and collecting materials for it was his chief occupation in spare time while he was in Tientsin. "Ten years" further reading and much lecturing on the subject for University Extension in

England and America, combined with class discussions joined in by many formerly resident in the East, has given me, I trust, says the author, "a better grip of the subject, and enabled me to tell the story in a more interesting and lucid way than when I first sat down to write."

Mr. Hannah has certainly a happy capacity for summarizing, as will be apparent when we point out that he has covered the whole ground—and covered it well—in the space of 300 pages. He has picked up the threads of the story from earliest times down to the present day in such a way as to present the main facts of history in their proportionate significance, and, above all, he has been able to do this and yet preserve throughout the book a chatty style which will appeal more to the average reader than would any stodgy, detailed recital of the events of the past. The volume can be thoroughly well recommended, especially as an introduction to standard works on the vast area of interest covered, while to those who are familiar with Eastern history this general survey of the subject, will be of considerable value.

Mr. Hannah, of course, approaches the questions raised in his book purely as a scholar, and it is probably this fact, which lends him to certain conclusions which will not find acceptance in all quarters. His view that Asia is only in a state of decay because of European interference is certainly a most debatable one, as also is the contention that in China a relaxation of Western pressure would bring automatic reform. These and other opinions advanced by Mr. Hannah come rather as a surprise to the reader after the author's acknowledgments elsewhere of what Western influences have done for Japan and India.

particularly. Only in the same chapter he admits that Asia is better off in many ways under European rule than under native princes, "and many of the most thoughtful realise the fact. There must always, of course, be a feeling of repugnance to a foreign yoke, but this is by no means so strong among Orientals as it is among ourselves." He also says of Western Government in India that it is unaffected by the process of degeneration and decay which seems destined to overtake every Dynasty which establishes itself in that country, even more than in other parts of Asia. One would infer from the author's assertion that Asiatic decay is traceable to "Western interference," that the past history of, say, China as a case in point, had been one of over-advancing progress before the advent of European intercourse. We know that this is far from the actual facts disclosed, and even the writer speaks of a whole half century some 600 years before Westerners put foot in China as "a time of almost unexampled decay." There are a number of other points on which issue could be joined with the distinguished author, but space does not allow us to follow these up to any great length.

The future of the Far East, in the author's view, is for most purposes in the hands of six great Powers—England, America, Japan, Germany, Russia and France. Each of these, he says, has sufficient force to make its wishes respected by the others. In Mr. Hannah's opinion, the unrest that is permeating Eastern lands does not necessarily imply any desire for rapid Westernisation, "but the East is beginning vaguely to perceive that only with Western methods can the Western Powers be met."

He continues:—"A changeless culture that satisfies its own people is not, however, so very likely to be justly exchanged for young and unstable conditions that ensure universal discontent. For what Western people, one might almost ask what Western individual, is satisfied with his present lot?" Here we might interpose that where there is self-satisfaction progress ceases to operate. It was precisely this supreme and haughty self-satisfaction of China in the past that arrested her development and paved the way towards national decay. But to resume the quotation—"The true hero for whom our civilisation is waiting is not an invincible soldier, nor a designer of pan-making super-dreadnoughts, nor the perfecter of flying machines, nor the quickener of communications; rather the restorer of the home, the teacher to our cultured classes of the old joys of parenthood again. If a Martian should visit the earth, it might quite well seem to him that the East has as much to teach the West as the West has to teach the East. Perhaps some day the West may learn from the East not to exaggerate to quite such an extent the rights of the individual as to subordinate to them almost everything else. The West has yet a glorious career of usefulness in the East in bringing to the attention of Orientals the triumphs and the practical value of modern science, in teaching them more efficient administration and higher ideals for women, in helping to root out such senseless customs as foot-binding and

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SHIPS THAT CANNOT ROLL.

No More Sea-Sickness.

Even the waves of the sea can now be conquered by modern science, says the *Daily Mirror*.

Bad sailors will rejoice to hear that experts in naval construction have devised a plan which will minimise, if not, perhaps, stop altogether, the rolling of a ship at sea.

Sir Philip Watts, the Director of Naval Construction since 1901, who was present at a sitting of the spring meeting of the Institute of Naval Architects, when Dr. H. Frahm, a German engineer, read a paper on recent experiments with anti-rolling tanks, has informed *The Daily Mirror* that the idea of anti-rolling tanks, filled with water, had been carried out in the old ironclad *Invincible*.

The tanks described by Dr. Frahm are erected on each side of the vessel, and are connected by an extremely large pipe or channel, so that the water in them can flow from one tank to the other.

Sir Philip Watts described to *The Daily Mirror* the plan or device as a "ship that carries her own waves"—and these waves in the tanks counteract, to a great extent, the real waves of the sea.

"A ship at sea," said Sir Philip, "anticipates in her rolling with the waves. She does not hurry or delay in her swing, but moves just as the waves force her to. Her movement is what is known as 'coupled'."

"But when a vessel is fitted with 'anti-rolling tanks,' and she goes over to starboard, some sixty tons of water in her tanks goes over to starboard, too. This weight of water delays her from coming back on the rhythm of the waves and really acts as a wave working in the opposite direction."

"Consequently, the regular swing of the waves is broken and the ship, by virtue of her own self-carried waves, is able to resist, at least to a large extent, the power of the waves of the sea."

"The idea, however, is not new. I myself designed two 'anti-rolling tanks' for the old battleship *Invincible* in 1893, but, owing to the difficulty of finding room for them, only one was constructed."

"This tank, owing to want of space, was of the same depth right across the ship, but given then it reduced the rolling by some 25 per cent."

"I do not think that these tanks could be filled with oil fuel, because it is difficult to build tanks which are oil tight."

SIR PHILIP WATTS.

Herr Frahm in his lecture on his anti-rolling tanks, stated that experiments on two large transatlantic passenger steamers, the *Ypiranga* and *Corcovado*, vessels of 14,000 tons loaded displacement, which, though new and of excellent construction, were said to be bad rollers, had been very successful.

Even under the worst conditions the tanks had a very favourable influence, and when, during experiments, they were temporarily disconnected, the passengers urged to have them put into use again.

Anti-rolling tanks would doubtless prove of the greatest importance also to men-of-war. A steady gun-platform was almost indispensable to the gunner, and he was, he added, about to make experiments on another form of anti-rolling device, which was especially suited to men-of-war.

Sir Philip Watts described the experiments on the old *Invincible*, saying the water-chamber acted satisfactorily. The water, however, made a great noise.

Water, too, added Sir John Thornycroft, required an appreciable amount of space. It would be an advantage if they could use something heavier than water. Of course, if mercury were not so expensive, the tanks could be got in a very small space.

If they were hampered for space, the gyroscopes might overcome the difficulty.

CHILDREN'S COMPLAINTS.

For summer diarrhoea in children at 1½ years give Chamberlain's Colic, Cholera and Diarrhoea Remedy and cod liver oil, and a speedy cure is certain. For sale by all Chemists and Storekeepers.

To Let

TO LET.

HOUSE No. 94, WONG-NEI-CHONG

R.O.D.

Apply to

NG YUEN HING,

64, Bonham Strand West.

Hongkong, May 13, 1911.

650

TO LET.

LARGE HOUSE, known as "Dochick,"

No. 63, Robinson Road; electric

light and gas laid on; large tennis court,

vegetable garden and stable; with full

harbour view.

Apply to LI PO LEUNG,

c/o Li Brothers, Alexandra Buildings,

Hongkong, April 17, 1911.

632

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon,

and No. 3, ORMSBY TERRACE.

For further particulars apply to

SPANISH DOMINICAN

PROCUSSION.

Hongkong, April 22, 1911.

631

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL,

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

THE

VICTOR TALKING MACHINE.

JUST ARRIVED.

The New Hornless Victrola.

A PERFECT MUSICAL INSTRUMENT.

2,000 NEW RECORDS.

INSPECTION INVITED.

SOLE DISTRIBUTERS:

S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

ALEXANDRA BUILDINGS.

NEW STOCK

OF

LADIES' AND CHILDREN'S

Bathing Costumes

A NICE VARIETY

OF

BATHING CAPS.

LADIES' AND CHILDREN'S

SANDALS.

Moderate Prices.

Wm. Powell, Ltd.

'EMPIRE'

CINEMATOGRAH THEATRE.

The PIONEER HALL OF THE COLONY
Des Vieux Road Central.
Opposite Central Market.

3 Performances—7.15 to 9 and
9.15 to 11.30 P.M.

Magnificent New Films at
EVERY CHANGE OF PROGRAMME.

Tremendous Success of the Entire
Season.

Mr. FALANTO.

The Celebrated Soprano
Misses RASCONS and SALVATI.

Tonight due from Cavalleria Rustica
and by Miss Salvati and Mr. Falant.

he must make an effort to understand them, joining in their games, making himself familiar with their ideas, and without unduly thrusting himself forward, seize every opportunity of making himself one of them. As to the opportunities which Oxford offers, very few Americans realize how many subjects are taught, and taught well. They know that Oxford is famous for the classics, but not that the Classical School, or "Greats," as it is called, includes not only Greek and Latin literature, but ancient history and philosophy; nor that the History School, though newer, is quite as good as the classical and quite as popular; nor that there is excellent instruction in countless other departments, including such unexpected subjects as forestry, anthropology, and Oriental languages. The range of subjects is wide, and each department is in itself elastic. The student is not bound by courses; he may develop his field in the direction of his tastes. Instruction is individual, not collective, and therefore much freer and more personal. The great value of Oxford education, especially to an American, depends, however, not so much on the excellence or variety of instruction as on the attitude toward scholarship. For high attainments are recognized not only by the faculty, but by the undergraduates and the public. There is none of the feeling so common in America that University standards are not a true criterion of intellectual ability. It is not necessary for English professors to write articles proving by statistics that excellence in studies increases the chance of success in after life. In England the relation between scholarship and later success is so obvious that no one questions it. Consequently it is looked upon as not only admirable, but normal, that men should try for honours; all kinds of men compete for scholarships and prizes. Scholars are not specialists, a class apart. There is no contrast between student and athlete, "grind" and "sport." The man who works hard is not cut off from his fellows, but shares fully in the ordinary activities and sympathies. For this reason the life of the research student is far more agreeable than at an American or a continental University. Another advantage of Oxford over the Universities of other countries is its close relation to public life. It is assumed in England that men who have enjoyed a University education are peculiarly fitted for politics. Oxford and Cambridge are directly represented in Parliament by two members, each elected by resident masters of arts, and the House of Commons is very largely recruited from University men. It is not at all uncommon for men to be elected to Parliament within five years of graduation, and many undergraduates take an active part in Parliamentary campaigns, canvassing and making stump speeches. In the last election among the Oxford men who stood for Parliament were the present senior proctor and an undergraduate at Jesus College. The greatest men in England are glad to speak at the Oxford Union or at the dinners of University political clubs.

MEMOS FOR TO-MORROW.
King of Spain's Birthday (1886).
9.15 p.m.—The Folies at the Theatre Royal.

General Memoranda.

THURSDAY, May 18:—
4.30 p.m.—Lady Lugard leaves for Japan.
9.15 p.m.—The Folies at the Theatre Royal.

FRIDAY, May 19:—
11.30 a.m.—General Meeting of Bank Teamway Co., Ltd.
3.30 p.m.—Second Gymkhana Meeting.
9.15 p.m.—The Folies at the Theatre Royal.

WEDNESDAY, May 24:—
Empire Day.
Boys' Own Club Athletic Sports.

FRIDAY, May 26:—
Queen Mary's Birthday (1867).

SATURDAY, May 27:—
12.15 p.m.—Star Ferry Co. Annual Meeting.

TUESDAY, May 30:—
Decorations Day in U.S.A.

WEDNESDAY, May 31:—
The Derby run at Epsom.
Noon—Annual Meeting of Watkins, Ltd.

The China Mail.

HONGKONG, TUESDAY, MAY 16, 1911.

RHODES SCHOLARSHIPS.

The controversy started by the *Daily Mail* regarding the rather disappointing showing made by the American holders of Rhodes scholarships at Oxford, is still the subject of debate in the United States. Fortunately the discussion has been conducted without temper and, on the whole, in admirable spirit. It was inevitable that such a scheme as that which Cecil Rhodes provided for in his will should not immediately respond to all that its most sanguine supporters demanded, but, generally speaking, it is working very well and conferring benefits upon the men who enjoy its privileges as well as furnishing the ancient University with a new current of thought and feeling flowing from sources hitherto untapped.

One of the American scholars who has taken part in the discussion writes to the *Nation*, of New York, an excellent letter showing how the difficulties which naturally beset a stranger in a strange land can be surmounted if a little common-sense is called into requisition. Writing from Balliol, he observes:—"Difficulties there undoubtedly are. The newly-arrived Rhodes scholar feels that no one understands him. Worse, that no one cares to understand. Soon, however, he realizes what the American papers have failed to realize, that his difficulties have nothing to do with the fact that he is a Rhodes scholar or an American. Colonials, Germans, Scotchmen, even Englishmen who have not come from one of the big schools in close touch with the University, are all just as friendly, lonely, perplexed, and neglected in their first few weeks. If an American wishes to make friends at Oxford, he must not expect people to try to understand him;

he must make an effort to understand them, joining in their games, making himself familiar with their ideas, and without unduly thrusting himself forward, seize every opportunity of making himself one of them. As to the opportunities which Oxford offers, very few Americans realize how many subjects are taught, and taught well. They know that Oxford is famous for the classics, but not that the Classical School, or "Greats," as it is called, includes not only Greek and Latin literature, but ancient history and philosophy; nor that the History School, though newer, is quite as good as the classical and quite as popular; nor that there is excellent instruction in countless other departments, including such unexpected subjects as forestry, anthropology, and Oriental languages. The range of subjects is wide, and each department is in itself elastic. The student is not bound by courses; he may develop his field in the direction of his tastes. Instruction is individual, not collective, and therefore much freer and more personal. The great value of Oxford education, especially to an American, depends, however, not so much on the excellence or variety of instruction as on the attitude toward scholarship. For high attainments are recognized not only by the faculty, but by the undergraduates and the public. There is none of the feeling so common in America that University standards are not a true criterion of intellectual ability. It is not necessary for English professors to write articles proving by statistics that excellence in studies increases the chance of success in after life. In England the relation between scholarship and later success is so obvious that no one questions it. Consequently it is looked upon as not only admirable, but normal, that men should try for honours; all kinds of men compete for scholarships and prizes. Scholars are not specialists, a class apart. There is no contrast between student and athlete, "grind" and "sport." The man who works hard is not cut off from his fellows, but shares fully in the ordinary activities and sympathies. For this reason the life of the research student is far more agreeable than at an American or a continental University. Another advantage of Oxford over the Universities of other countries is its close relation to public life. It is assumed in England that men who have enjoyed a University education are peculiarly fitted for politics. Oxford and Cambridge are directly represented in Parliament by two members, each elected by resident masters of arts, and the House of Commons is very largely recruited from University men. It is not at all uncommon for men to be elected to Parliament within five years of graduation, and many undergraduates take an active part in Parliamentary campaigns, canvassing and making stump speeches. In the last election among the Oxford men who stood for Parliament were the present senior proctor and an undergraduate at Jesus College. The greatest men in England are glad to speak at the Oxford Union or at the dinners of University political clubs.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs. Vardon and Smyth, is 4s. 9d.

The Chipping brought down from Wai-wei wai, seven naval ratings for H.M.S. Tamar.

Plans have been prepared for erecting in Broadway, New York, a sky-scraper 750 feet high of 80 storeys with an additional tower of 25 storeys.

At a mass meeting of ecclesiastics held in the Protestant Episcopal Church, an eminent delegate has urged a shortening of the Ten Commandments.

The whole business of supplying clergy for the Colonies was reduced to a "catch-as-catch-can" match, said the Bishop of Pretoria, preaching at St. Paul's Cathedral.

A benefit concert was given in Shanghai on Saturday in aid of the fund being raised to help Madame Yallou, the wife of the aviator who recently lost his life there.

During last week there were seven cases of plague in the Colony, four ending fatally. Up to Saturday there had been 32 cases since the 1st of January, with 26 deaths.

Pedlar Palmer, the famous boxer, who received a long sentence for the manslaughter of a fellow traveller in a railway train, the man dying as the result of a blow, has been released from gaol.

Friends of Mr. Charles Benjamin of Singapore will be pleased to hear that he was successful on the first day of the Singapore Spring Races in winning the Opening Stakes and the First Griffin Race.

A Madras man, who had dined out, did not know how he had got home; but the next morning he received a note from his hostess, which ran as follows:—"Dear Mr.—Herewith your lantern, kindly return my parrot and cage."

Besides the plague cases the communicable diseases notified last week were eight of small-pox and one of enteric fever. All were Chinese and four of the small-pox occurrences ended fatally. Two of the small-pox cases were imported.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Messrs. Wilkinson and Grist, £25; Radecker and Co., £10; Berlinger and Co., £6.

The British North Borneo Coronation Programme we hear, includes Races, Land Sports, Sea Sports, a Children's Fete, Flower and Industrial Shows, Pic-nics, two bulls, fire works, cricket and football matches. The Sandakan people are not greedy; but they like a lot—Singapore Free Press.

Extreme cold was experienced on April 30th in various northern provinces of Japan. Snow fell in the districts of Nikko and Nagano, while frost was seen on the ground in the neighbourhood of Aki and Takahara. The thermometer registered 23 degrees Fahr. in the District of Matsumoto.

King Edward's dog Caesar made his escape from the garden of Marlborough House and his disappearance caused the greatest concern. Caesar still wears on his collar the badge inscribed, "Caesar; I am the King's dog," and he had not been long away when he was recognised in Bridge Street, Westminster, and promptly returned to his Royal mistress.

A great sensation was caused at Matara, Ceylon, towards the end of last month when a huge crocodile, supposed to be a man-eater which had accounted for something like twenty people, not to mention cattle, was taken into town. The animal had been shot earlier in the day by Mr. Scott, Drill Instructor, who had to expend ten expanding bullets before he could lay the creature low. Others had tried for years to bring this same crocodile to account, but without avail, special kraals and other devices had been built with the object of bringing him to book.

The *Japan Gazette* refers to a loan of ¥4,500,000 for the Toyo-Kien Kaisha which was to be issued for subscription by the Yawda Bank from the 8th to the 15th instant. The loan will be issued, it says, at over ¥98, will bear interest at the rate of six per cent. per annum, payable in March and September each year. Payment on the new shares is to be made on the 25th instant. The loan will remain unredeemed for five years, after which redemption will be effected within five years. As security for the loan, the Company's liners, hiyo-maru, Kiyo-maru, Bujo-maru and cayo-maru are pledged.

In view of the satisfactory export of Formosan sugar to China and of an order received from London for 10,000 tons of Formosan crude sugar, says a "Tulip" dispatch to the *Asahi*, the officials of the Taiwan Sugar Company of Formosa, are of the opinion that there is no cause for concern regarding the prospects of the sugar trade of the island. They have accordingly decided to establish a large sugar mill at Kwanhsien, in Taiwan district, capable of producing 1,200 tons of crude sugar a day. The company has approached the authorities of the Government-General to urge the shortening of the term during which the formation of new sugar mills in Formosa is prohibited.

NEWS OF THE DAY.

Two cases of plague were reported to-day.

A Chinaman reports to the police that as he was on the way to Stanley he was stopped by two men and relieved of \$31.

In a leading article the *N. C. Daily News* says that it is hard to see how the British section of the Canton-Kowloon Railway can prove other than a good investment, especially if it is found possible to work the whole line to Canton as one business concern under joint management.

The *Eastern Times* publishes a report that the chief leader of the Revolutionaries in Canton was Chao Sheng who concealed himself in Hongkong. He was not in Canton during the recent trouble. Viceroy Chang Ming-chi, says the journal, wired to the Governor of Hongkong asking him to send telegrams to the various ports for his arrest.

Owing to lack of labour in Primuria in consequence of the deportation of Chinese labourers, says a Vladivostok dispatch to the *Asahi*, the authorities have been unable to start the works undertaken by the Government. It is reported that the Staff Department of the Amur military district has in these circumstances decided to introduce 10,000 Chinese labourers into the territory.

Judge Herbert D. Gale, of the court of first instance, Manila, has delivered a written order in the case of the United States v. Apolinaria Dion, in which he declares the cashing by the Government of winning lottery tickets, seized under the law, to be an immoral practice and orders the clerk to destroy the same. The court, however, allows the Collector of Customs 30 days from the date of the order to appeal to the Supreme Court.

Halley's comet is still under observation, and is being followed by Professor Barnard with the large Yerkes telescope at Harvard. It is now of the fourteenth magnitude, round, and brighter than when first photographed in August, 1909, though considerably further from the sun than it was then. It is hoped that the great telescope will keep the comet in view till the end of the year—it will then be far outside the orbit of Jupiter, which it will cross in April. Then it will remain invisible for 74 years.

The British Consul at Nagasaki has received from the Governor of Nagasaki a set of lacquered sake cups, bearing the Imperial banyan crest, with a request that it be forwarded to the master of the British steamer, Matoppe, Mr. W. H. Dornand, together with a document (in Japanese) setting forth the particulars of the rescue of some Japanese fishermen by the steamer. The Matoppe left Japan recently for home and the Consul has forwarded the cups to the vessel's owners for presentation.

Messrs. Macleod and Co., agents for the Bank Line, Ltd. in Manila, announce that the line has entered into the intermediate passenger trade between Manila and Seattle. The two new steamers, the Luceric and Oteric, of 16,000 tons capacity each, are fitted to accommodate twenty-first class passengers. The Luceric will be the first of the steamships to take passengers from Manila, leaving about June 15, and a regular two month schedule will be kept up after that date. It is the intention of the Bank Line to put on new steamers of the same type as the Luceric and Oteric in the places of the Kumeric and Surveric, now making this run, if the bookings justify it.

With reference to the report which came from Home that the project of a line of steamers from China to Europe had been revived, the opinion is generally expressed in Shanghai, both in Chinese circles and foreign prospecting circles, that at present there is little prospect of a such a scheme being carried through owing to the lack of money. While this opinion is current it is learned that a smaller scheme is on foot, and though likewise hampered by the scarcity of money, is much more likely to take form. The proposal is to turn several steamers to ports on the Pacific and to such places as Singapore and Assam, which have a considerable trading connexion with China. This has been discussed in Chinese circles, and many believe that in the near future it will take tangible shape.

A QUESTION OF COSTS.

In the matter of the Arbitration between Messrs. Sander, Wheeler and Co., and the Wing On firm, the Chief Justice, Sir Francis Pigott, at the Supreme Court this afternoon, gave judgment with regard to the question of costs.

His Lordship said that he was of the opinion that he had no jurisdiction to order costs originally, and that he had no jurisdiction, apart from any other question, to order them now. He would make no order but leave it to be decided by the arbitrators when they dealt with the costs of the arbitration. Any order which his Lordship might make might unduly influence the arbitrators in coming to a decision on the question of costs generally; and the normal order would allow immediate taxation, which would not be right. The jurisdiction as to costs was with the arbitrators; they certainly could make an award as to costs of what had happened though they could not continue the arbitration.

[Continued.]

JAPANESE HOSPITALITY.

AMERICAN SAILORS FETED.
(Independent News Agency's Service to the China Mail.)

Tokyo, May 16.
The leading officials and merchants gave a reception yesterday in honour of the American squadron in port.

Other receptions are to be given by the naval authorities and by the residents of Tokyo.

CORONATION CELEBRATION FUND.

Further List of Subscriptions.

Banque de l'Indo-Chine	5000
Messageries Maritimes	300
Barretto and Co.	250
Scares and Co.	250
Noronha and Co.	250
Cruz, Basto and Co.	250
Canton Insurance Office	250
Hongkong Fire Insurance Co.	250
China Fire Insurance Co.	250
J. R. Michael and Co.	100
Hughes and Hough	50
J. Ulmann and Co.	50
De Sousa and Co.	50
Hongkong Printing Press	50
S. Moutrie and Co.	25
Vicini and Co.	25
F. A. Haselard	25
David Haskell and Co.	15
A. Ellis	10
Grass and Co.	10
L. Noronha	10
Eastern Printing Office	10
J. P. Bragg	5
C. A. Peel	5
H. W. Lester	5
E. Grant Smith	5
T. G. Weall	5
J. G. S. Gauden	5
D. Harvey	5
Geo. E. Lacey	5
G. Morton Smith	5

SOCIAL AND PERSONAL.

To-morrow is the twenty-fifth anniversary of the birthday of Alfonso XIII., King of Spain.

The marriage is to take place on Wednesday, June 7th, at St. John's Cathedral, of Capt. O. H. Douglas St. Clair, A. S. C., and Miss Agatha Mary Jacks.

Admiral Sir W. H. Fawkes who as Capt. Fawkes commanded H. M. S. Mercury on the China Station a good many years ago, is placed on the retired list at his own request, to date April 12.

Mr. C. Q. A. Kirke, of the British Consular service has gone to Hankow to take up the post of Vice-Consul in succession to Mr. J. T. Pratt, who will be remembered as a former Mixed Court Assessor in Shanghai. While in Shanghai and ever since, Mr. Pratt's health has been very delicate, and it is understood that he is going home on sick leave. Mr. Kirke who takes his place was formerly in the Legation at Peking, and arrived in Shanghai a week or two ago from home.

The death is announced, on April 29, in London, of Mrs. Lewis (Sarah) Moore, wife of the late Mr. Lewis Moore, of Shanghai, after a long illness. Mrs. Moore was an old resident, and one of the best known of the International Settlement, where she had a large circle of friends. Her husband, the late Lewis Moore, was the founder of the firm which still exists in Shanghai. Mr. Moore held a leading position among Freemasons, and was at one time head of the Shanghai Fire Brigade, besides taking a leading part in other public institutions. It is now some years since Mrs. Moore retired to England to devote herself to her daughter's education, and her death will be much regretted by friends both at Home and in the Far East.

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[Continued.]

THE BUDGET.

INDIFFERENCE IN THE CITY.
(Reuter's Service to the China Mail.)

London, May 16.
There has seldom been such indifference in the City on the eve of the Budget as there is now evidenced.

There is a confident feeling that few changes will be proposed, though the removal of the protective duty on cocoa is considered certain.

QUEEN VICTORIA MEMORIAL.

GERMAN ROYALTY IN ENGLAND.

(Reuter's Service to the China Mail.)

London, May 16.
Their Imperial Majesties the Kaiser and the Kaiserin, and their daughter, have left for England to attend the unveiling of the Victoria Memorial on Tuesday.

The Royal party was welcomed by their Majesties the King and Queen and a number of other Royal personages. Subsequently they drove to Buckingham Palace, being greeted by vast crowds of people, who cheered the Royal visitors along the whole route.

A SPLENDID WELCOME.

(Reuter's Service to the China Mail.)

London, May 16.
The Kaiser and Kaiserin, together with their daughter, have arrived in London.

The Royal party was welcomed by their Majesties the King and Queen and a number of other Royal personages. Subsequently they drove to Buckingham Palace, being greeted by vast crowds of people, who cheered the Royal visitors along the whole route.

RA

[COPYRIGHT.]
THE RELIEF OF FEZ.

HASTENING THE FORCES.

(Reuter's Service to the China Mail.)
London, May 15.

An official communiqué published in Paris states that in view of the disquieting nature of the latest reports from Fez, the Government has instructed General Moinier to hasten the advance of the relief column to Fez, which, however, will occupy the city only as long as is necessary.

The relief column is expected to reach Fez on Wednesday or Thursday.

LATE TELEGRAMS.

THE PARLIAMENT BILL.

LONDON, May 11.
In the House of Commons the Report of the Committee on the Bill for the relief of the House of Lords has been discussed. The third reading will be moved on Monday, when the discussion in the House of Lords on the second reading of Lord Lansdowne's Bill for the reform of the House of Lords will begin.—N.C. Daily News.

COUNTY CRICKET.

LONDON, May 11.
In the matches played on May 8, 9 and 10, Surrey defeated Cambridge University at Cambridge by an innings and 83 runs, and Yorkshire beat the M.C.C. at Lord's by 45 runs.—N.C. Daily News.

THE OPIUM AGREEMENT.

LONDON, May 10.
In a leading article *The Times* says that it still remains to be considered what the precise effect of the opium agreement will be upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation of the Indian Budget and will probably entail fresh taxation.—N.C. Daily News.

BARNSTAPLE BY-ELECTION.

LONDON, May 10.
The result of the Barnstaple by-election was as follows:—
Baring (L)... 6,239
C. S. Parker (C)... 5,751

LIBERAL MAJORITY.

488
[Note.—At the General Election Mr E. J. Soares (L) who has since been knighted, defeated Mr C. S. Parker (C), the voting being 6,047 for the former and 5,153 for the latter. The appointment of Sir E. T. Soares to be Assistant Comptroller of the National Debt occasioned the by-election.—Ed. C.M.]

THE MEXICAN REVOLT.

WASHINGTON, May 12.
Reports from Mexico indicate that the rebels are gaining daily in strength. Francisco Madero, leader of the revolt, is now in Juarez, personally organizing a Government.

At the same time he is reorganizing his military forces and preparing for an expedition against the city of Mexico. Supplies are now being brought into Juarez for the provisioning and equipping of the rebel forces. No opposition to this is being offered in view of the fact that the army of the insurrection is the de facto government of Juarez and its civilian population.

Ambassador Wilson has summoned the other foreign diplomats in Mexico and plans for the defence of the foreign legations and lives and property in the Mexican Capital have been formed. These have been submitted to the Mexican minister of foreign affairs, Señor de la Baria, and have been approved by him.—Coblenz American.

WASHINGTON, May 11.
Dispatches from Mexico contain accounts of great activity on the part of the rebels. General Navarro, who has conducted the campaign in northern Mexico for the regular government has surrendered to the insurgents. The General was released by General Orozco on his parole.

Following the surrender of General Navarro, the Government troops evacuated the towns of Aca Prieta and Naco. The rebels in the neighbourhood of Juarez were greatly reinforced to-day and re-occupied the town and it has been proclaimed the capital of the rebel government.—Coblenz American.

WASHINGTON, May 10.
It now appears that Francisco Madero, the Mexican insurgent leader, is not able to control the fortunes of the rebellion. Dispatches received from the front by the Washington authorities indicate that the insurgent leader cannot give any assurance that if President Diaz resigned the rebels would lay down their arms.

There has been a lull to-day in the fighting around Juarez. The town itself was in flames to-day and many dead and wounded are reported in the place as a result of its capture and sacking by the insurgents yesterday.—Coblenz American.

THE KING AT NEWMARKET.

LONDON, May 10.
There was a brilliant scene at Newmarket. The King, who arrived in a motor-car, looked happy and well. Pinfold, carry a King Edward's colours started favourite at 3/1, but finished sixth. There was a field of sixteen.—Strada Times.

LORD LANSDOWNE'S BILL.

May 10th, 8 p.m.
Lord Lansdowne's statement (in introducing his House of Lords reform Bill) was received without any sign of enthusiasm by the Lords on his own side of the House.—Singapore Free Press.

THE DISASTER AT THE EDINBURGH EMPIRE.

LONDON, May 11.
Appalling scenes were witnessed on the stage at a fire which occurred at the Empire Music Hall, Edinburgh. The audience dispersed in the most orderly manner, while the orchestra played the National Anthem.

Behind the scenes, however, the performers rushed madly about, the exit being blocked by a maddened performing lion. Eight bodies have been recovered.—Strada Times.

THE ACTION FOR SHARES.

In the action with regard to certain shares in the Hongkong and Shanghai Bank between Chan Wai Chi and Chan Ca, the Chief Justice, Sir Francis Pigott, gave his decision at the Supreme Court this afternoon. His Lordship held that Chan Wai Chi was not entitled to retain the shares and he must return them receiving the amount he paid for the twelve new shares. The Registrar would report as to the dividends and adjust the account.

THE CANTON UNEASINESS.

Are the Rebels in Hongkong?

The feeling of unrest to which we referred yesterday is still much in evidence in Canton, and the bulk of the Chinese population in Hongkong believe that to-day will mark a big uprising. There can be no doubt but that there is some substantial ground for the order to prevent dissatisfaction on the part of the public.

IN THE COURTS.

For stealing an umbrella from the Tai Ping Theatre, a Chinaman was sentenced to six weeks' imprisonment and four hours' stocks. For selling opium a native was fined \$250.

A sentence of six months' imprisonment and four hours' stocks was imposed on a native, by Mr F. A. Hazland, at the Magistrate's Court this morning, for returning from banishment.

The master of the licensed steam launch Kim On was fined \$30, by Commander C. W. Beckwith, R.N., at the Marine Court to-day, for refusing to stop when called upon to do so.—For making his launch fast to the s.s. Benarty whilst under way, the master of the licensed steam launch Hoi Loong was fined \$25.

"THE FOLLIES" ARRIVE.

A Chapter of Accidents.

After a series of irritating and annoying delays "The Follies" arrived in Hongkong to-day by the P. and O. s.s. Sicilian. They came in earlier than they expected, and although they were in plenty of time to give a show to-night they will adhere to the advertised programme of a four nights' run commencing on Wednesday night.

In the course of a brief chat with a China Mail representative, Mr Henry Dallas, the "Chief Folly," recounted some of the experiences through which the party went. "We left Tientsin," he said, "on Saturday morning, May 13th. On arriving at Taku Bar we had our first delay. A steamer, in trying to get out to sea, swung sideways across our track. To avoid a collision the Captain of our boat endeavoured to pass on the starboard side, but as a result we got stuck in the mud. At first no one seemed to be very unhappy, especially as we had allowed 24 hours' margin in case of any such contingency arising. But as luck would have it, the succeeding tides proved decidedly unfavourable, and after forty-eight hours the captain decided to discharge a hundred tons of cargo. This done, we scraped over the bar and got under weigh for Taingtau.

"Our troubles, however, had only just commenced, for before long we ran into a dense fog and then encountered a fleet of about 70 or 80 junks at anchor. We had a lively time of it altogether, and the Captain never left the bridge for 26 hours on end. Eventually we arrived at Taingtau, but at the unearthly hour of 11:30 p.m.—too late to play, of course. All money had to be returned.

"After leaving Taingtau we got into more fog, but at last we reached Shanghai on the Friday night. We had then taken seven days over a voyage usually covering 60 hours! Of course we were too late to catch our Hongkong connection, but did the best we could and left by the Sicilian. Now we arrive twelve hours earlier than we were expected! Talk about the irony of fate—but, there, what's the use of saying anything more?"

TRY IT ONCE.

NOW is the time to get rid of your rheumatism. You will find Chamberlain's Pain Balm wonderfully effective. It is also an excellent liniment for lame back, stiffness and soreness of the muscles, sprains and bruises. One application will convince you of its merits. Try it. For sale by all Chemists and Storekeepers.

ANOTHER ARBITRATION CASE.

Court to Settle Points of Law.

Another arbitration case came before the Chief Justice, Sir Francis Pigott, at the Supreme Court this morning, the parties being the Java-China-Japan Lijn and Olof Wijk and Co., China Agencies, Ltd. The dispute was referred to arbitrators and Messrs R. Shown and W. D. Craddock were appointed with Mr G. H. Medhurst as umpire and they made certain findings on fact while the points of law with regard to the charter-party were referred to the Court.

The following questions of fact were submitted to the arbitrators for their finding subject to the objections in law and as a matter of evidence of the Java-China-Japan Lijn to questions 2, 3 and 4:—Was the s.s. Victoria insurable as a first class risk in the local insurance offices? Prior to the 1st October, 1910 did Mr Bishop discuss with Mr Nilsson the possibility of difficulties arising as to insurance of cargo owing to the age of the s.s. Victoria?

At the time he signed the charter-party, namely the 1st October, 1910, was Mr Bishop aware that the local insurance offices would not accept the s.s. Victoria as a first class risk?

At the time he signed the said charter did Mr Bishop believe that the local insurance offices would probably not accept the s.s. Victoria as a first class risk?

The answers of the arbitrators were as follows:—1, No; 2, Yes; 3, No and 4, No. Upon the above findings of fact the Java-China-Japan Lijn asked to submit the following questions for the opinion of the Court:—

Were Olof Wijk and Co., China Agencies, Ltd., precluded by law or by the rules of evidence from putting questions No. 2, 3 and 4?

Was the s.s. Victoria insurable as a first class risk in local insurance offices as stipulated for by the time charter?

If the answer to the second question is in the negative did the fact that the s.s. Victoria was not a first class risk entitle the Java-China-Japan Lijn to cancel the time charter and to recover damages in respect to such breach of condition or warranty?

Are the Java-China-Japan Lijn entitled as an item of such damages to recover from Olof Wijk and Co., China Agencies, Ltd., the premium amounting to guineas 331.90 or \$70 which the agents of the firm paid for extra premium under the time charter on January 19, 1911, on account of the s.s. Victoria not being a first class risk?

Messrs Olof Wijk and Co., had asked to submit to the Court the following questions:—

Have the charterers terminated the Charter-Party on the ground that the steamship Victoria is not insurable as a first class risk in the local insurance offices?

If they have whether the charterers are entitled to terminate it in view of the facts agreed and found by the arbitrators on the ground that the s.s. Victoria is not insurable as a first class risk and if they have not terminated the Charter-Party are the arbitrators entitled to terminate it on the ground that the s.s. Victoria is not insurable as a first class risk in view of the facts agreed and found by the arbitrators?

Have the charterers expressly or implicitly waived the condition that the s.s. Victoria should be insurable as a first class risk in the local insurance offices?

If the charterers have terminated the Charter-Party and were not entitled to do so what damages are the owners entitled to recover from the charterers?

Hon. Mr H. E. Pollock, K.C., appeared for the Java-China-Japan Lijn, instructed by Mr G. Scott Harston, and Mr Eldon Potter for Olof Wijk and Co., instructed by Mr G. Hastings.

Mr Pollock said that his submission to his Lordship was upon the right to begin. They chartered a steamer called the Victoria from Messrs Olof Wijk and Co. The particular charter with which his Lordship was concerned was a time charter running from October 1 of last year and before the charter had proceeded as much as half its course his clients, for certain reasons, cancelled the Charter-Party and claimed certain damages by reason of the ship not being a first class risk insurance offices. The matter was referred to arbitration and it seemed to have been conceded for him to begin.

His Lordship:—What is the general principle in arbitration?

Mr Pollock:—I take it would be the same as in Court. We would have been plaintiffs in an action as claiming damages. I would be entitled to claim damages as part of my case, especially as its not being a first class risk and it would also involve our right to cancel the Charter-Party.

Mr Potter said that his friend's clients having cancelled the Charter-Party his clients would have claimed damages and his friend's clients would have counter-claimed for damages. He quite saw the point made by his friend and he was in his Lordship's hands. The special case had been drafted off his application.

His Lordship:—Are the findings on fact in your favour?

Mr Pollock: They are in our favour.

Mr Potter:—We say they are in our favour and I think the majority were agreed to.

His Lordship:—I think we had better follow what has been done in the arbitrators. Mr Pollock said that his Lordship had before him the findings of the arbitrators that the s.s. Victoria was not a first class risk in local insurance offices. The time charter contemplated a succession of voyages to be undertaken during the duration of the time charter and the warranty was not limited to the commencement of

the charter or the first voyage undertaken under the charter but it extended to every lawful voyage which was undertaken subsequently under the charter. If a ship was not a first class risk as it was warranted serious consequences followed. It was naturally difficult for the charterer to get shipment to ship cargo if they found that they had to pay extra premium on the cargo. It naturally put shipper off from shipping by a certain ship.

Mr Potter said that his friend's case was apparently that they could at any time give up the boat which they chartered when they chose to do so.

His Lordship:—That is not the point; when knowledge came to them.

Mr Potter submitted that having kept the boat for an appreciable period they were precluded from terminating the charter and their duty was to continue and sue for damages at the end of the charter period.

His Lordship reserved his decision.

SPORTING.

Interport Cricket.

HONGKONG'S VISIT TO SHANGHAI.
A telegram has been despatched to Shanghai stating that the Hongkong Cricket Club has decided to send up a team, at the end of this month. The players will leave Hongkong on the 27th inst. and will arrive on the 30th. It is expected that the Interport match will be started on Wednesday, the 31st inst., on Thursday, the 1st June, and it is probable that an interport tennis contest will also be arranged.

Hongkong Tennis League.

Y.M.C.A. & WATSON.
Played on the Y.M.C.A. courts and ended in a win for the home side by 30 games to 30. Scores:—

Bickling and Joseph (Y.M.C.A.) beat Rapp and Phillips, 9/2; best Miller and Capell, 8/3; best Humphreys and Clarke, 9/2.

Shorey and Williams (Y.M.C.A.) lost to Rapp and Phillips, 8/3; best Miller and Capell, 8/3; best Humphreys and Clarke, 8/5.

MacPherson and Viroach (Y.M.C.A.) lost to Rapp and Phillips, 5/6; best Miller and Capell, 8/3; best Humphreys and Clarke, 3/8.

LEAGUE TABLE.

The League table to date reads:—

	P.	W.	L.	Pts.
Y. M. C. A.	2	2	0	4
Kowloon C. C.	2	2	0	4
Club de Recreo	1	1	0	2
Chinese Y. M. C. A.	2	1	1	2
Chingengower	2	1	1	2
Watson's	2	0	2	0
Wigwam	2	0	2	0
Civil Service	1	0	1	0
Queen's College	0	0	0	0

CHINESE Y.M.C.A. & QUEEN'S COLLEGE.
The tennis team of the Chinese Y.M.C.A. will play Queen's College team on their own grounds at Causeway Bay on Wednesday afternoon at 4.30 o'clock.

THE COMMAND GARA PERFORMANCE.

The King has approved of the company arranged by Mr Arthur Collins for the command performance of Lord Lytton's first act comedy "Money" to-morrow night at Drury Lane Theatre. The performance is to be given in the presence of the King and Queen and the German Emperor and Empress. The following is the cast of His Majesty's servants—as Drury Lane Theatre describes its players—that will have the honour of appearing in the play:—

Lord Glosmore..... Mr Fred Terry.
Sir John Vesey..... Sir John Hare.
Sir F. Blount..... Mr Cyril Maude.
Captain Swoosh..... Sir C. Wyndham.
Mr Grimes..... Sir Herbert Tree.
Mr Stout..... Mr A. Bourchier.
Alfred Evelyn..... Mr G. Alexander.
Mr Sharp..... Mr L. Irvine.
Old member of club..... Mr Alfred Bishop.
Sir John's servant..... Mr Lewis Waller.
Tokio..... Mr E. Maurie.
1st member of club..... Mr G. Hawtrey.
2nd member of club..... Mr S. Valentine.
Francis..... Mr W. Grossmith.
Tabouret..... Mr Norman Forbes.
Mac Finch..... Mr Charles Rock.
Crimson..... Mr Dion Boucicault.
Patent..... Mr Dennis Eadie.
Lody Franklin..... Miss W. Emery.
Georgina..... Miss A. Carlisle.
Clara..... Miss I. Vanbrugh.

By special command of the King Miss Alexandra Carlisle and Mr Cyril Maude are placed in the cast of "Money." Miss Carlisle and Mr Maude were to have appeared at Marlborough House before the King and Queen, then Prince and Princess of Wales, in a dialogue on June 10, 1907.

Their performance was, however, unavoidably postponed. The King, remembering the incident, with his usual thoughtfulness commended Sir William Carington to write Mr Arthur Collins, saying that his Majesty would be very much pleased if Mr Collins would take the necessary steps to ensure Miss Alexandra Carlisle and Mr Cyril Maude being included in the cast for Lord Lytton's play.

While being towed away from her bulk during a strong north-east gale on April 29 the Japanese river steamer Shangkang Marx got out of control and drifted down on H. M. S. Olio, which was anchored in the stream, tore away her accommodation ladder and mangled on the starboard side and beaked some of her plates. After the Olio had paid out some chain, the Shangkang Marx succeeded in clearing her and anchored in the stream below the ship.

WATKINS,
LIMITED.NOTICE TO
SHAREHOLDERS.

The TWELFTH ORDINARY ANNUAL MEETING

of SHAREHOLDERS will be

held at the Company's Office,

Watkin's Building, No. 31,

Queen's Road Central, on

WEDNESDAY, the 31st May,

1911, at Noon, for the purpose

of receiving the Report of the

General Managers with a State-

ment of Accounts to 31st

December, 1910.

The TRANSFER BOOKS of

the Company will be CLOSED

from 24th May to the 31st

May, both days inclusive.

General Managers:

G. A. Watkins,

Chan A'Fook.

Hongkong, May 15, 1911.

THE EDWARD DISPENSARY,
C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.

MANAGER:—CHENG KAM MING.

(Late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY

DISPENSED.

PURE DRUGS. PATENT MEDICINES.

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82 a, Queen's Road Central.

Hongkong, February 9, 1911.

MERRYWEATHER'S

"UNIVERSAL"

HAND POWER PUMP

With Metallic Cistern and Gun-metal Pumps.



For Watering Plantations, Pumping Liquid Manure, Emptying Ponds and Draining Land, Filling Tanks and Reservoirs and General Pumping purposes.

Largest makers of High-class Hose in the World.

Write for Catalogue 8/6 1/2.

MERRYWEATHERS, 63, Long Acre, London, W.C.

SWATOW NEWS.

(From Our Own Correspondent).

SWATOW, May 15.

RAINFALL AND DROUGHT.

A thunderstorm, accompanied by very heavy rain, on Sunday afternoon was followed by a distinct earthquake shock at about half an hour after mid-night. Even as far distant as Chiao-Yang the tremor was felt.

THE SEASON.

For several days last week the German gunboat "Hils" was in harbour. We have been entertained by this excellent band, for on Friday and Saturday evenings they played in the Customs Club before appreciative audiences. A happy social event was arranged at the German Consulate for Saturday afternoon. It was hoped to have had tea, music, and selections from the band, but the proceedings were spoilt somewhat by the disagreeable weather.

THE SEASON.

We have been longing for some of the rain you have been enjoying in Hongkong. The weather seems to have broken up a little, and we are hoping for some really good downpours. Water is badly needed at present.

CHRONIC DIARRHOEA.

MANY sufferers from chronic diarrhoea have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by all Chemists and Storekeepers.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Proposed Sailings from Hongkong

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

KILSON LIGHT

A Brilliant, Safe and Cheap Illuminant by Kerosene Oil.

HORNSBY-STOCKPORT

GAS ENGINE AND SUCTION GAS PLANTS.

OVER 11,000 IN DAILY USE.

HORNSBY OIL ENGINES.

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EXPANDED METAL FOR RE-INFORCED CONCRETE.

BRITISH BUFFALO MOTOR CO.

FAIRBANKS, MORSE & CO.

CONSOLIDATED PNEUMATIC TOOL CO., LTD.

Pneumatic Tools and Air Compressor for working on Iron, Wood or Rock.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative "ANTHROL"

Destroys WHITE ANTS and prevents decay.

DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED

ESTABLISHED 1770.

The Undersigned have been appointed SOLE AGENTS in Hongkong and South China of the above Company's

WHISKIES.

DODWELL & CO., LTD.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To SAIL	REMARKS
LONDON & ANTWERP	SICILIA	11 a.m.	Freight and Passage.
VIA SPORE, PANG, CHEN, PORT SAID & MARSEILLE	Capt. C. H. WATKINS, R.N.R.	17th May.	
SHANGHAI, MOJI, KOBE AND YOKOHAMA	POONA	About 19th May.	Freight only.
SHANGHAI	DELEI	About 20th May.	Freight and Passage.
LONDON, VIA USUAL PORTS	DEVANHA	Noon, 27th May.	See Special Advertisement of Call.
LONDON & ANTWERP	SUMATRA	About 31st May.	Freight and Passage.
VIA SPORE, PANG, CHEN, PORT SAID & MARSEILLE	Capt. W. R. L. MARK		

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO.'S.

ROYAL MAIL STEAMSHIP LINE.

EMPERESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 14 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS HONGKONG TO VANCOUVER.

Proposed sailings from Hongkong and Quebec.

Connectivity with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
EMPERESS OF JAPAN	EMPERESS OF BRITAIN
SATURDAY, 20th MAY.	FRIDAY, 16th JUNE.
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, 10th JUNE.	FRIDAY, 7th JULY.
MONTEAGLE	
WEDNESDAY, 28th JUNE.	
EMPERESS OF INDIA	EMPERESS OF IRELAND
SATURDAY, 1st JULY.	FRIDAY, 28th JULY.
EMPERESS OF JAPAN	ALLAN LINE
SATURDAY, 12th JULY.	FRIDAY, 18th AUG.
EMPERESS OF CHINA	EMPERESS OF BRITAIN
SATURDAY, 12th AUG.	FRIDAY, 28th SEPT.

Empress' Steamships leave Hongkong at 6 p.m. and Montangle at 12 noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each "Trans-Pacific" Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none in the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

LONDON TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

The "M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (limited Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Dominion and American Railways, 2nd Class on Atlantic.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To SAIL
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HENRIK ISEN4578 Christen SmithJune 20th, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	Captain	Captain	LEAVING
WACHING	Capt. W. C. Cassmore	FRIDAY, 19th May, at 11 a.m.	
WACHING	Capt. A. E. Hodgins	TUESDAY, 23rd May, at 11 a.m.	
WACHING	Capt. J. S. Roach	FRIDAY, 26th May, at 11 a.m.	

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMSHIP	Captain	To SAIL
HAIMUN	Capt. J. W. Evans	WEDNESDAY, 17th May, at 11 a.m.
		SUNDAY, 21st May, at 10 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, June 23, 1910.

SWEDISH EAST ASIATIC CO., LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & CANTON		16th May.
KOBE		

For Freight and further Particulars, apply to

Olof Wijk & Co.,

CHINA AGENCIES,

AKTIEBOLAG.

TELEPHONE No. 171.

Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu and the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATE
KOREA	18,000	SUNDAY, 28th May, at Noon.
SIBERIA	18,000	FRIDAY, 9th June, at 1 p.m.
MANCHURIA	18,000	SATURDAY, 24th June, at 1 p.m.
MONGOLIA	18,000	SATURDAY, 15th July, at 1 p.m.
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.
SIBERIA	18,000	SATURDAY, 26th Aug., at 1 p.m.
MANCHURIA	18,000	FRIDAY, 1st Sept., at 1 p.m.
MONGOLIA	18,000	SATURDAY, 30th Sept., at 1 p.m.

All Steamers are equipped with Wireless Telegraphy.

The s.s. KOREA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimoda, Yokohama, and Honolulu, on SUNDAY, the 28th May, at Noon.

Fares: Hongkong to London \$71, 10/0. Return six months \$120 24 months \$125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families.

To all ports: Missionaries and their families.

INTERMEDIATE SERVICE.

Persia 9,000 Tons, FRIDAY, 19th May, at 1 p.m.

China 10,200 .. FRIDAY, 16th June, at 1 p.m.

FRIDAY, 7th July, at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, May 19th, at 1 p.m.

On the Fine MAIL Steamers CHINA, and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London, via Canadian Atlantic Ports\$43.

Hongkong to San Francisco\$25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, Kine's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES PROPOSED

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
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VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, PANAMA MARU, 6000, Tuesday, 30th May, at 11 a.m.

Yokohama, Shimoda & Yokohama, VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, SEATTLE MARU, 6182, Tuesday, 13th June, at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steaming passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
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ANTING, via SWATOW & SOSHU MARU, WEDNESDAY, 17th May, at 10 a.m.

TAMSUI via SWATOW & AMOY DAIGI MARU, SUNDAY, 21st May, at 10 a.m.

FOOCHOW, via SWATOW and CHOSHUN MARU, WEDNESDAY, 24th May, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
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NAPLES, GENOA, ALGERS, BUELOW, (18,900) WEDNESDAY, 31st May, at Noon.

GIBRALTAR, SOUTHAMP, Capt. H. Formes, TON, ANTWERP & BREMEN, DEFFLINGER, (17,000) About WEDNESDAY, 17th May.

SHANGHAI, NAGASAKI, DEFFLINGER, (17,000) About WEDNESDAY, 17th May.

KOBE & YOKOHAMA, MANILA, YAP, ANGAT, PRINZ SIGISMUND, (8,000) SATURDAY, 20th May, at Daylight.

NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE, Capt. F. Bruening, COBLENZ, (8,750) About TUESDAY, 30th May.

KOBE AND YOKOHAMA, KUDAT AND SANDAKAN, BORNEO, (8,000) End of May.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO

General Agents, Hongkong & China

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
TIENSIN, via WEIHAIWEI, CHUPHSHING	THURSDAY, May 18, at Noon.	
MANILA	LOONGSANG, FRIDAY, May 20, at 2 p.m.	
SHANGHAI	LANSSING, SUNDAY, May 21, Daylight.	
SHANGHAI, KOBE AND MOJI	FOOKSANG, MONDAY, May 22, at Noon.	
SINGAPORE, PENANG AND KUTSANG	WEDNESDAY, May 31, at Noon.	

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Autong*, *Yunyang* and *Fookang* leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

* Taking Cargo on through Bills of Lading to Kuantan, Landed Data, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
AMOY & SHANGHAI	KIUKIANG	May 17, at 4 p.m.
HAIHOW & HAIPHONG	SINGAN	May 18, at 9 a.m.
SHANGHAI	LECHOW	May 18, at 4 p.m.
TIENSIN	HICHOW	May 20, at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	May 23, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

* MANILA LINE. Twin Screw Steamers 'Tuan' & 'Tanning'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck. aft. Saloon accommodation of s.s. 'Kailong' is situated on deck, aft.

* SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—S.S. 'Anhui', 'Chenun', 'Linnu', 'Chunghu'—with excellent passenger accommodation Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
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MARSEILLES, LONDON, MISHIMA MARU, Capt. A. E. Moses, Tons 9000, (WEDNESDAY, 24th May, at Daylight).

ANTWERP, VIA SINGAPORE, PENANG, KAGA MARU, Capt. A. Hagino, Tons 7000, (WEDNESDAY, 7th June, at Daylight).

COLOMBO AND PORT SAID, ATSUTA MARU, Capt. W. Thompson, Tons 9000, (WEDNESDAY, 21st June, at Daylight).

VICTORIA, B.C. & SEATTLE, AWA MARU, Capt. Izawa, Tons 7000, (TUESDAY, 23rd May, at 4 p.m.).

SHANGHAI, MOJI, KOBE, INABA MARU, Capt. S. Tomimaga, Tons 7000, (TUESDAY, 20th May, at 4 p.m.).

SHIMIZU & YOKOHAMA, KAMAKURA MARU, Capt. B. Kon, Tons 7000, (SATURDAY, 20th May, from KOBE).

SYDNEY AND MELBOURNE, YAWATA MARU, Capt. J. Nagai, Tons 5000, (FRIDAY, 9th June, at Noon).

VIA MANILA, THURS. DAY ISLAND, TOWNS, NIKKO MARU, Capt. M. Yagi, Tons 6000, (FRIDAY, 7th July, at Noon).

VILLE AND BRISBANE, COLOMBO MARU, Capt. Salter, Tons 5000, (TUESDAY, 18th June, at Noon).

BOMBAY, VIA SINGAPORE, CEYLON MARU, Capt. F. Pyne, Tons 6000, (WEDNESDAY, 24th May).

SHANGHAI, MOJI, KOBE, HITACHI MARU, Capt. T. Yamawaki, Tons 7000, (THURSDAY, 25th May, at 11 a.m.).

KOBE & YOKOHAMA, NAGASAKI, KOBE AND YOKOHAMA, NIKKO MARU, Capt. M. Yagi, Tons 6000, (WEDNESDAY, 7th June, at Noon).

* Fitted with new system of wireless telegraphy.

* Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
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1st class \$120 \$110 \$100 \$90

2nd class \$ 80 \$ 70 \$ 60 \$ 50

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to

T. RUBUMOTO, Manager.

Regal Boots

AND shoes

FOR SALE AT REASONABLE PRICES.

THE SAVOY,

8, D'Agular Street (opposite Court House).

Price 25 cents.

Shipping

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship E. F. FERDINAND, Captain E. Costa, will leave for the above ports on THURSDAY, the 18th inst., at Noon.

This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and a Stewardess.

For Freight or Passage, apply to

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connection Steamer from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
DEVANHA	May 10	China	June 25	July 1
DELHI	May 17	Malwa	July 9	July 15
ARCADIA	May 24	Macdonia	July 23	July 29
DELTA	May 31	Marmora	Aug. 6	Aug. 12
ASSATE	June 7	India	Aug. 20	Aug. 26
DELHI	June 14	Moldavia	Sept. 3	Sept. 9
DEVANHA	June 21	Morca	Sept. 17	Sept. 23
ARCADIA	June 28	Mongolia	Sept. 30	Oct. 6
DELTA	July 5	Mooltan	Oct. 14	Oct. 20
ASSATE	July 12	Malwa	Oct. 28	Nov. 3

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).

1st Saloon..... £71.10 Single. £106.14 Return.
2nd "..... £48.8 " £72.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SICILIA	May 17	July 3
SUMATRA	May 24	July 10
NILE	May 31	July 17
NUBIA	June 7	July 24
SYRIA	June 14	August 1
NORE	June 21	August 8

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon..... £65.00 Single. £82.10 Return.
2nd "..... £38.10 " £57.4 "

For further particulars Apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To Sail
SHANGHAI KOBE AND YOKOHAMA	TONKIN	CHARBONNEL	May 23, P.M.
MARSEILLES, Via Ports	AUSTRALIEN	MOUTON	May 23, at 1 P.M.

TRANS SHIPPING on the Co's Steamers for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA; at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 50 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Rotterdam, Hamburg & Antwerp
S.S. SCANDIA.....18th May.	S.S. SAHSEN.....20th May.
S.S. SLAVONIA.....4th June.	For Marseilles, Havre & Hamburg
S.S. SEGOVIA.....16th June.	S.S. BAYERN.....25th May.
S.S. SPEZIA.....1st July.	For Rotterdam & Hamburg
S.S. SILESIA.....12th July.	S.S. ARCADIA.....1st June.
S.S. C. FERD. LAEISZ.....28th July.	For Havre, Bremen & Hamburg
	S.S. FRIEDRICH.....9th June.
	For Marseilles, Havre & Hamburg
	S.S. SCANDIA.....2nd June.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
EUBI	4,000	M. O. Smith	Manila	SATURDAY, May 27, at 4 P.M.
MAIRO	4,000	S. Crosby	Cebu & Manila	TUESDAY, May 30, at 4 P.M.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	Captain	ON OR ABOUT
KUMERIC	4252	G. B. McGill	30th May.
LUCERIC	6400	J. Mathur	30th June.

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucene" and "Oricel" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.
For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.
16th May. s.s. ELLERIC.....12th June

For Rates and further information, apply to

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

Hongkong, April 1, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENT)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* NIPPON MARU	11,000	H. S. Smith	Friday, June 2, 1 P.M.
* CHIYO MARU	11,000	W. W. Greese	Friday, June 30, 1 P.M.
* AMERICA MARU	11,000	A. G. Stevens	Friday, July 21, 1 P.M.
* TENYO MARU	11,000	E. Best	Friday, July 28, 1 P.M.

* Triple Screw, turbine engines. * Twin Screw.
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Twin Screw Steamer NIPPON MARU will be despatched for SAN FRANCISCO, Via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, 1 P.M.
KIYO MARU	11,200	H. Nishi	Tuesday, Aug. 15, 1 P.M.
BUYO MARU	10,500	K. HAHIMOTO	Saturday, Oct. 14, 1 P.M.

The Steamer "HONGKONG MARU" will be despatched for VALPARAISO and CORONEL, Via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on SATURDAY, the 17th June, at 1 P.M.

FARES FROM HONGKONG.

to SAN FRANCISCO.....	2 45-0-0, Single.
to NEW YORK.....	2 60-0-0.
to LONDON.....	2 150-0-0, Return 6 months.
to SALINA CRUZ or MANZANILLO.....	Yen. 420-00, Single.
to VALPARAISO.....	Yen. 570-00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.
To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S. Consular Officials stationed at ports of call.
To all Points—Missionaries and their families.
(These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way.

Excellent Cuisine and Accommodation.

The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Records speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

PREACHING THE GOSPEL
IN
JAPAN AND TIBET.

By Prof. E. H. PARKER

On Sale at the China Mail Office

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Price.....10 cents

THE BACK DOOR

A SKETCH OF WHAT MIGHT HAPPEN.

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Shipping.

THE EASTERN & AUSTRALIAN STEAMSHIP CO.

MAIL

SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(Subject to Modification)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	June 2	May 27th at Noon.
EASTERN	June 16	June 24th, at Noon.
ALDENHAM		July 8th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 22, 1908.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, loss of courage, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital force, loss of vitality, harassing dreams, restlessness that can settle to nothing, inability of memory, female complaints, hysteria, headache, bearing down sensation, wasting disease, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve weakness and exhaustion, the cause of all by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, and can only be successfully combated by the use of this wonderful and highly scientific preparation. It imparts the greatest tonic, gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, whatever and in whatever form met with, restoring all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches of the face. It does so by acting on the treatment of gut, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhea or venereal neck, it imparts the greatest tonic, gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

* Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GENERAL MANAGERS, 10, Upper Circular Road, Singapore. We may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.

Notices to Consignees

FROM EUR. PE.

THE H.A.L. Steamship

SCANDIA.

Captain KNABEL, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary is given to-day.
All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:
Ex s.s. Quadiana from Setabul.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, May 14, 1911.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Chartered Steamship

SOPERNIE.

Captain SCHALLON, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary is given to-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
"GIBB, LIVINGSTON & CO.,
Agents."

Hongkong, May 12, 1911.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN

PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship

PG-81.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on May 19th, 1911, will be subject to owners' risk, expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on TUESDAY, May 16th, 1911, will be subject to rent and loading charges.

No Fire Insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on MONDAY, May 15th, 1911.

All claims must be filed on or before June 9th, 1911, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, May 13, 1911.

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOI.

THE Steamship Gregory Apsar having

arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, May 15, 1911.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENARTY.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby in-

formed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained from the wharves delivered after the 19th inst. will be subject to rent.

All Claims against the steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
"GIBB, LIVINGSTON & CO.,
Agents."

Hongkong, May 12, 1911.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN

PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship

PG-81.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on May 19th, 1911, will be subject to owners' risk, expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on TUESDAY, May 16th, 1911, will be subject to rent and loading charges.

